



Highway 70 Safety Project

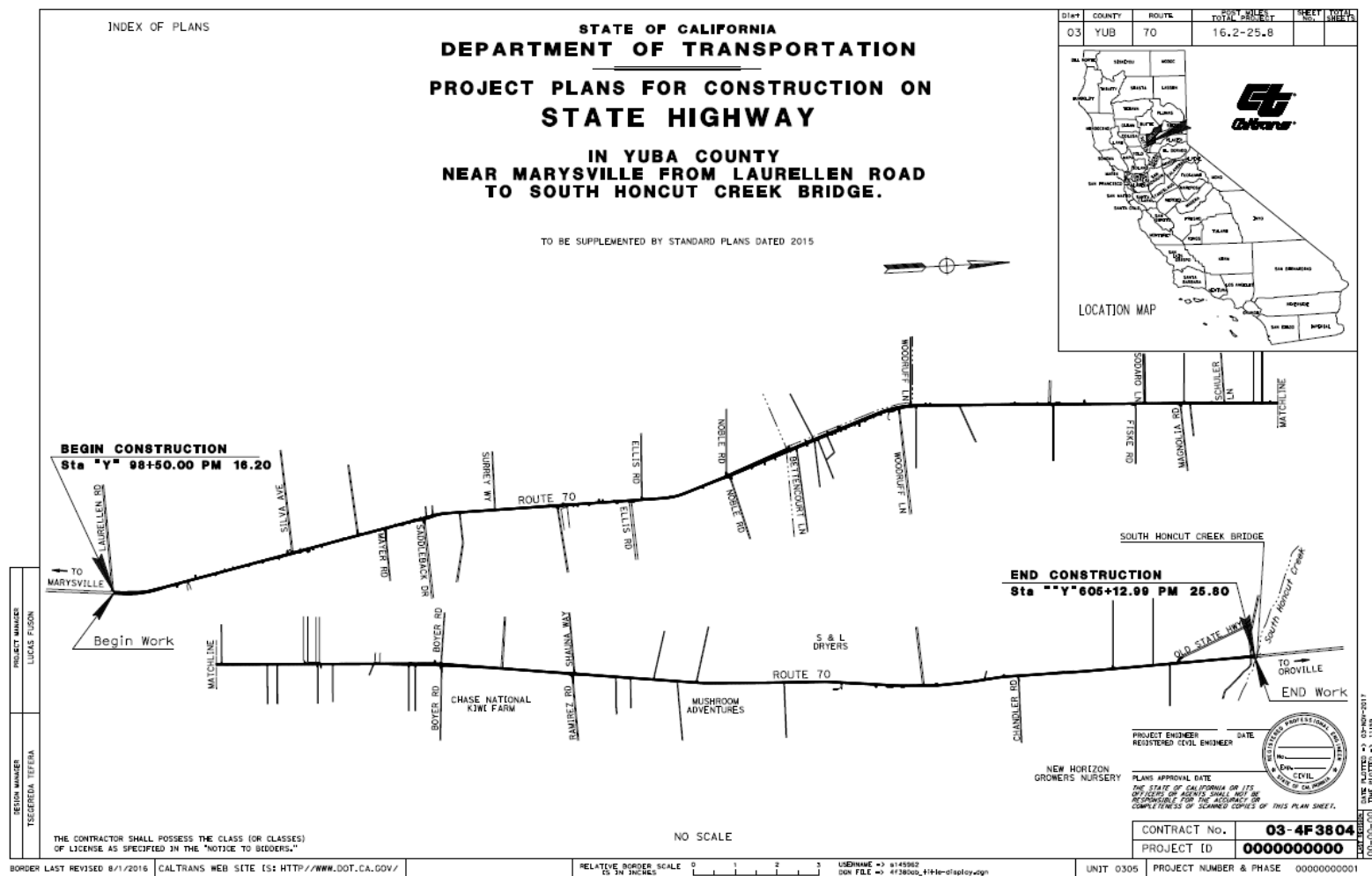


HIGHWAY 70 SAFETY PROJECT



Welcome & Introductions

HIGHWAY 70 SAFETY PROJECT



HIGHWAY 70 SAFETY PROJECT



PURPOSE AND NEED

Purpose:

- The purpose of the project is to reduce the severity and number of collisions throughout the project limits by widening shoulders, flattening side slopes, removing trees, poles and other fixed objects, providing a forgiving roadside and safer left turn movements.

Need:

- This segment of SR 70 has seen several cross-centerline fatal collisions in recent years.
- The existing shoulder widths, ditch side slopes, and clear recovery zones do not meet current design standards.
- For the 3 yr. period (10/1/2011 to 9/30/2014), the fatal collision rate was almost 4 times the statewide average.

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PROPOSED PROJECT SCHEDULE

Circulate Draft Environmental Document	December 2017
Project Approval & Environmental Document	March 2018
Advertise Project	July 2020
Begin Construction	November 2020
Complete Construction	November 2022

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Traffic Safety

- Reviewed a series of fatal collisions between 2010 and 2013 between Laurellen Rd. and the Butte County line.
 - Most involved vehicles either crossing over the centerline or drifting off the right side of the road and overcorrecting back to the left across the centerline.
 - These fatal collisions included:
 - Head-on collisions
 - Opposing Direction Sideswipe collision
 - Rear end collision
 - Hit object collision
 - Other collisions have occurred but primary focus has been on fatal collisions

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Traffic Safety

- Left Turn Related Collisions
 - After the Project was initiated, a review of left turn related collisions was conducted.
 - Over 17% of collisions during this same time were related to vehicles turning left from the highway.

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Traffic Safety

Two Way Left Turn Lane Benefits

- Moves left turning vehicles out of the traffic lane
- Reduces stopped or slowing traffic in the through lane
- Provides a median buffer space for through traffic lanes
- Allows slow moving trucks to enter the roadway safer
- Reduces driver anxiety about turning left in the through lane

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Design

- **2 Alternatives:**

Alternative 1 proposes to maintain the existing center line and provides two 12-foot lanes, one 14-foot two-way left-turn lane (TWLTL), 8-foot paved shoulders, 20-foot clear recovery zones, 30-foot bio-strips, relocates roadside ditches, pavement overlay and utility relocations.

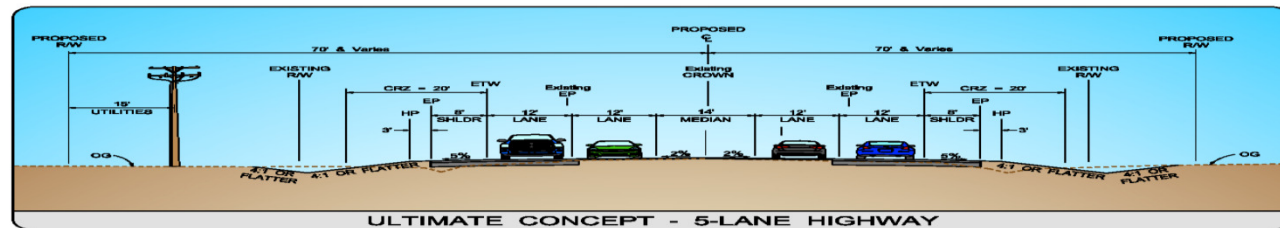
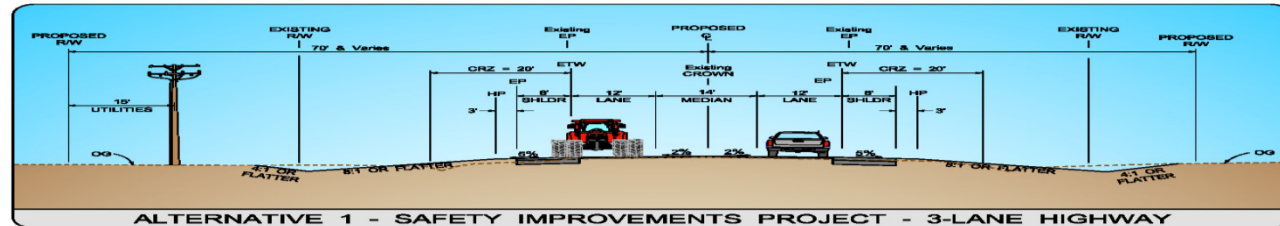
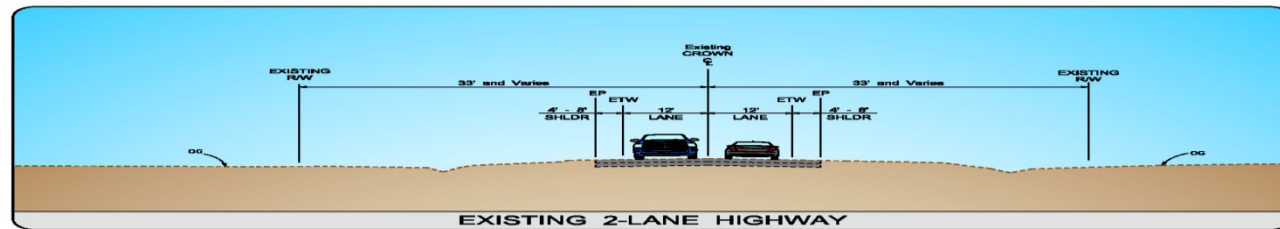
Alternative 2 Roadway width is the same as Alternative 1 but shifts the center line to balance the project needs with environmental resources (residential and commercial structures, utilities, farm land and biological resources, etc.).

- Existing 66 feet of right of way vs. 140 feet of proposed right of way.
- On-site storm water runoff treatment using bio-strips (flat slopes & sheet flow).
- Existing drainage flow patterns are perpetuated in relocated ditches.

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LEGEND:

- CL - ROADWAY CENTER LINE
- CRZ - CLEAR RECOVERY ZONE
- EP - EDGE OF PAVEMENT
- ETW - EDGE OF TRAVELED WAY
- OG - ORIGINAL GROUND
- HP - HINGE POINT
- ROW - RIGHT OF WAY
- SHLDR - ROADWAY SHOULDER



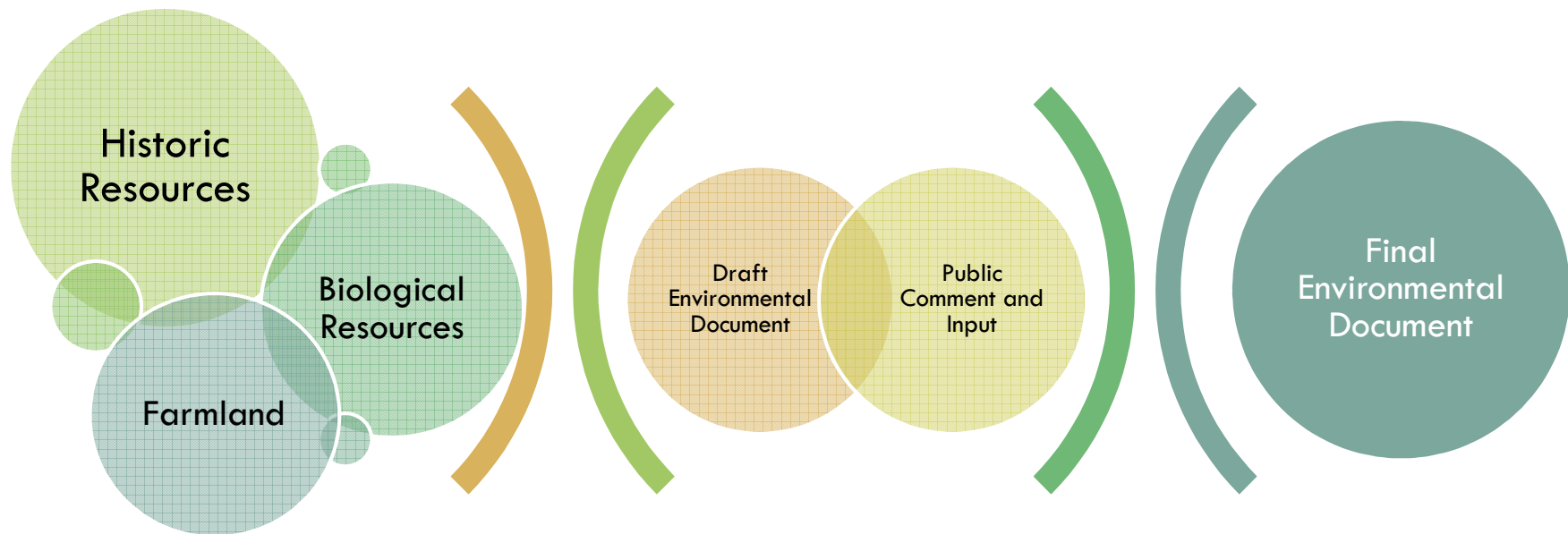
Caltrans
CALIFORNIA DEPARTMENT OF TRANSPORTATION

ALTERNATIVE-1
ROUTE 70 SAFETY IMPROVEMENTS
November 2017

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Environmental Management

Avoid, Minimize, and/or Mitigate Environmental Impacts



Environmental Impact Assessment

- ✓ 1st Public Outreach April 11, 2017
- ✓ 2nd Public Outreach November 9, 2017

30-Days Public Review

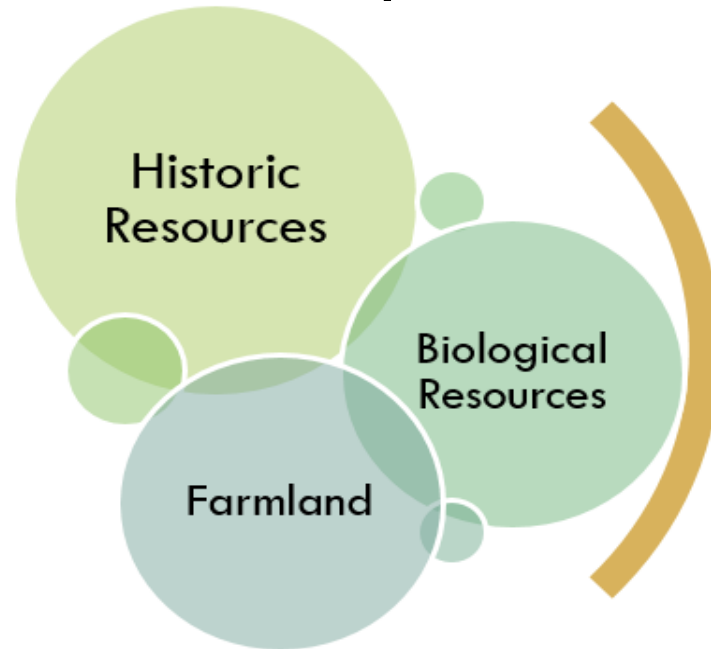
DED available: November 30, 2017
Formal Public Review: December 2017

Avoidance, Minimization, and Mitigation Measures

FED available: March 2018

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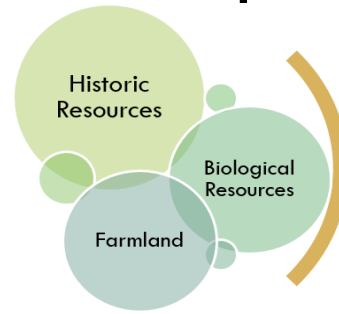
Environmental Impact Assessment



- ❖ Air Quality
- ❖ Noise
- ❖ Hazardous Materials
- ❖ Geology, Soils, Seismicity
- ❖ Paleontological Resources
- ❖ Visual/Aesthetics

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Environmental Impact Assessment



❖ Farmland

- Farmland impacted
 - Prime Farmland
 - Farmland of Statewide Importance
 - Unique Farmland
 - Grazing Land
- 245 acres impacted (approximately)
- Yuba County has 223,345 acres

❖ Biological Resource

- Natural communities
- Wetlands and Other Waters
- Plant & Animal Species
- Threatened and Endangered Species
- Invasive Species

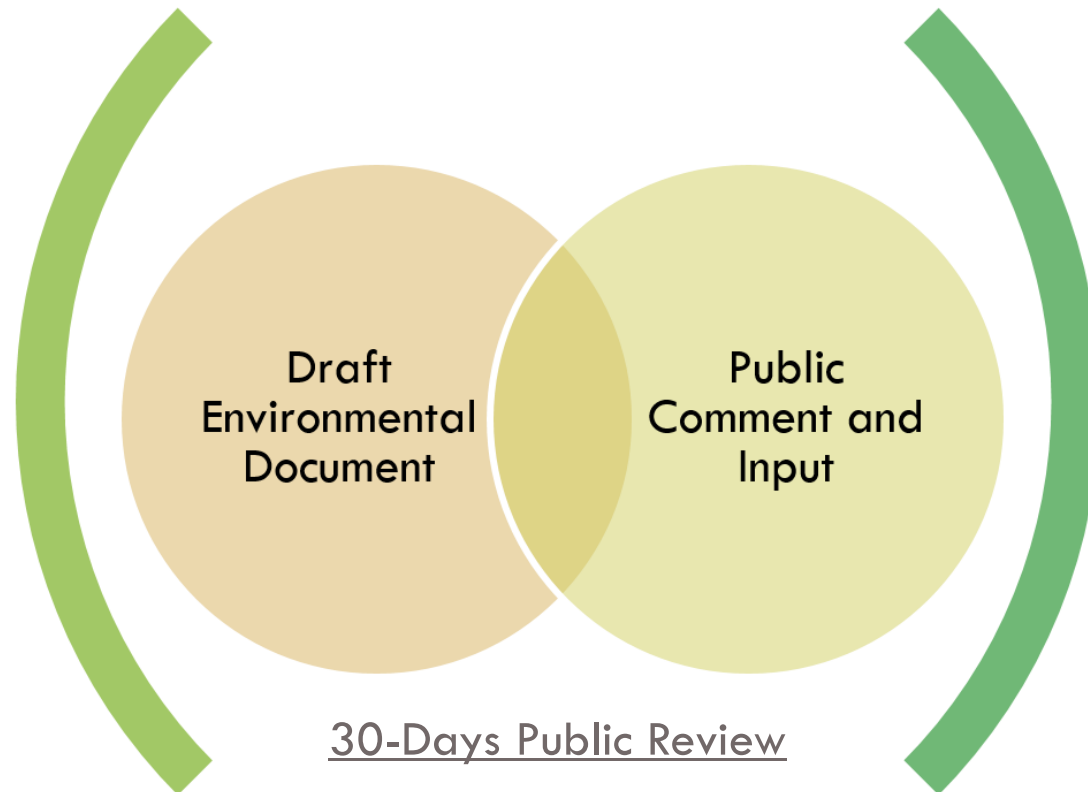
❖ Cultural Resources

- Archaeology
- Built-environment
 - Identify
 - Evaluate
 - Effect

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Environmental Management

Avoid, Minimize, and/or Mitigate Environmental Impacts



30-Days Public Review

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Right of Way

Appraisal

- Once the design has been determined, appraisal maps will be prepared and a Right of Way Appraisal Agent will make contact with the property owner to schedule a time for an inspection of the property for purposes of completing an appraisal.
- At the time of the inspection, the appraiser will also provide the property owner with general project information.
- It is the duty of the Department to ensure that you receive fair market value for your property as if you sold your property privately in the open real estate market.

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Right of Way

Acquisition

- After the appraisal has been completed, it will be assigned to a Right of Way Acquisition Agent who will handle the acquisition of the property.
- The property owner will be contacted again in order to meet with the Acquisition Agent in person.
- When the First Written Offer is presented, the property owner will be provided with a copy of the appraisal, a copy of the Right of Way purchase contract, and other pertinent information.

Relocation Assistance Program (RAP) Benefits

- If the property owner is eligible for relocation benefits, a RAP Agent will also meet with the property owner to discuss relocation benefits such as moving costs for personal property.

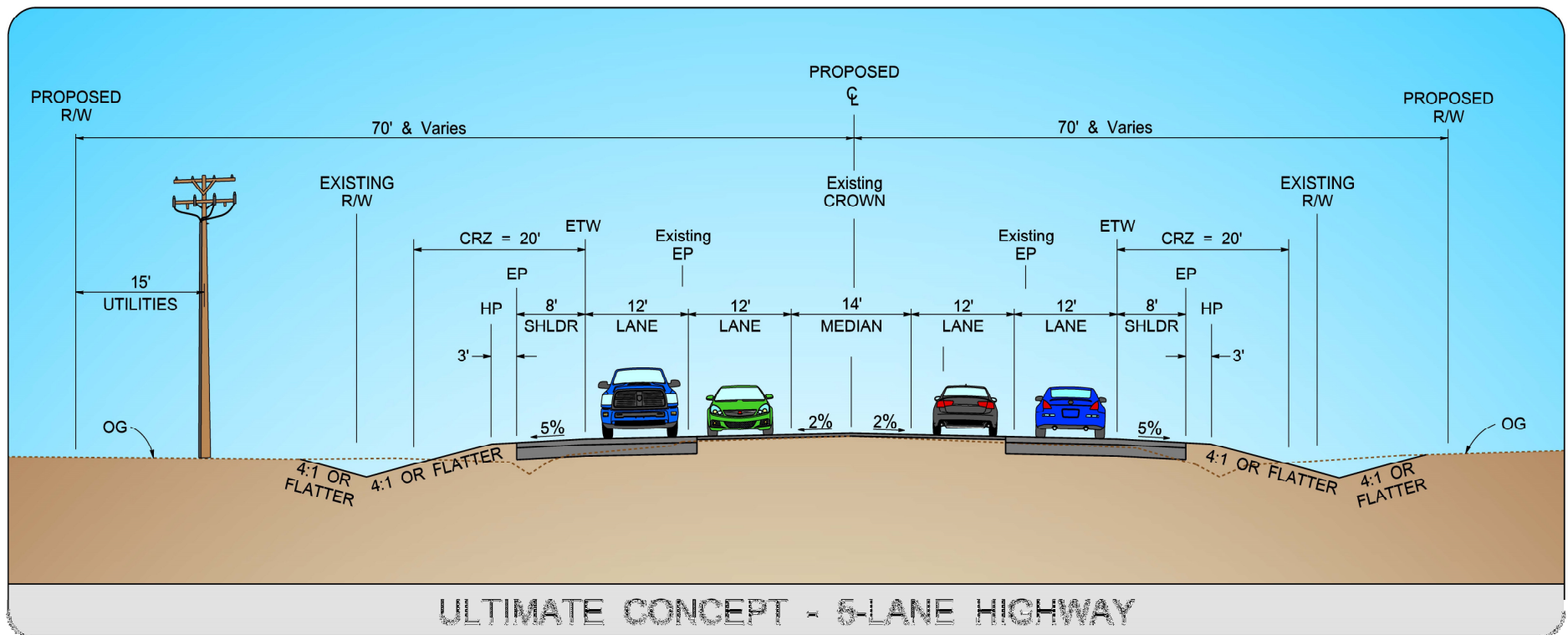
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Ultimate Corridor Concept

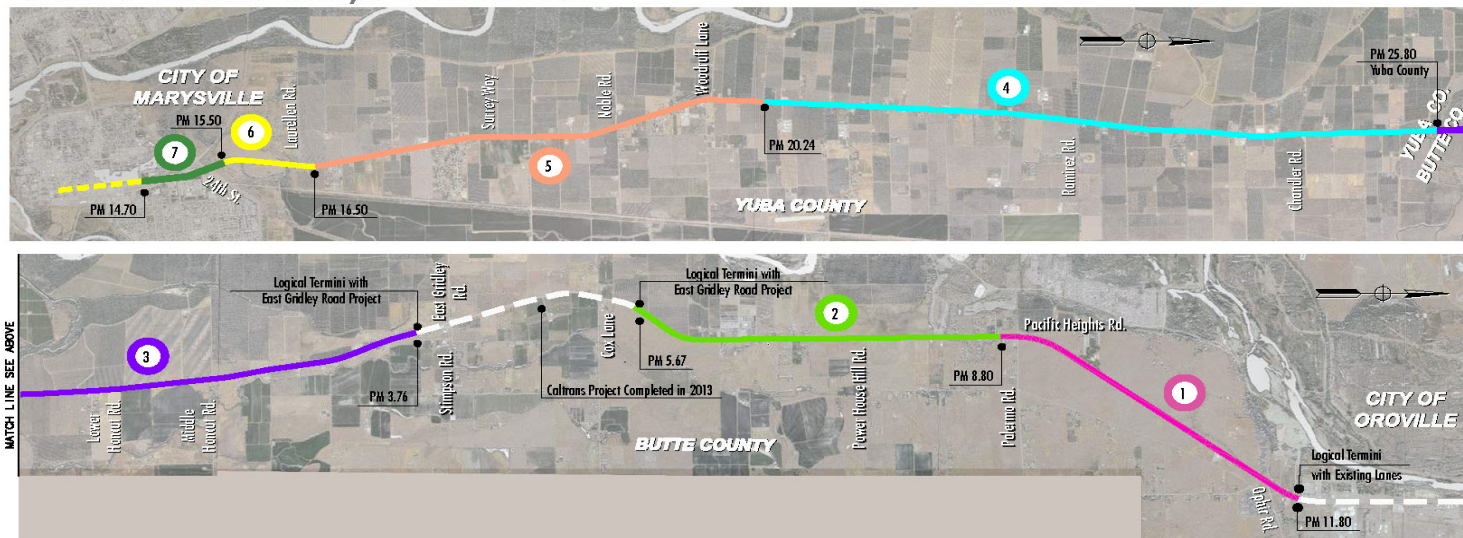
- Highway 70 Safety Project is an interim step
- 5 Lane Section
- Will occur in stages over the next 3 – 10 years
- Butte County Association of Governments (BCAG) is contributing \$4 million to assist with the environmental studies for the ultimate design in Yuba County

5 Lane Ultimate Design



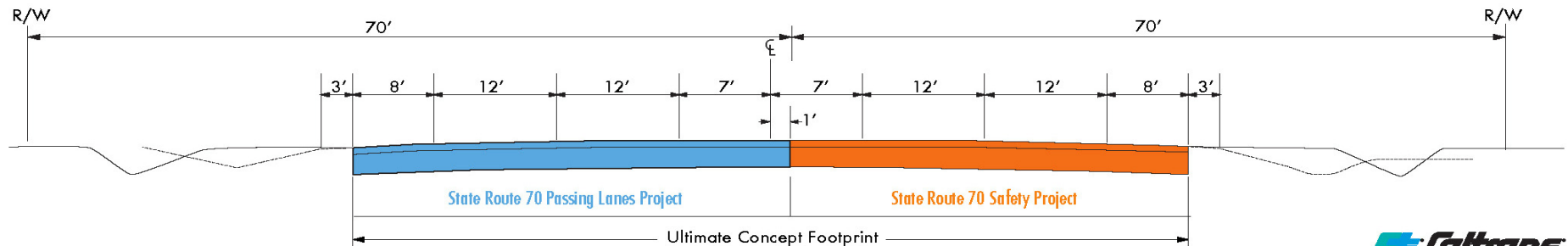
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Route 70 Corridor - Marysville to Oroville



LEGEND

- | | |
|---|--|
| — Segment 1 | — Segment 5 |
| — Segment 2 | — Segment 6 |
| — Segment 3 | — Segment 7 |
| — Segment 4 | - - - Completed |



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The purpose of these projects is to reduce the severity and number of collisions throughout the Highway 70 corridor.

